

# The Northern Galaxy

AND MIDDLEBURY PEOPLE'S PRESS.

H. BELL, Editor and Proprietor.

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## MISCELLANEOUS.

LETTER FROM PATRICK OWEN'S AUNT IN  
IRELAND TO HER Nephew.

DEAR Nephew:—I have not written  
to you since my last before now, because  
as we have moved from our former place  
of living, I did not know where a letter  
would find you; but I now with pleasure  
take my pen to inform you of the mel-  
ancholy news of the sudden death of your  
only living uncle, Patrick, who died very  
suddenly last week, after a lingering ill-  
ness of five months. The poor man was in  
violent convulsions the whole time of  
his sickness, lying perfectly quiet and  
speechless, talking incoherently and call-  
ing for water. I had no opportunity of  
informing you of his death sooner, except  
I had wrote by last post, which went off  
two days before he died, and then you'd  
had the postage to pay. I'm at a loss to  
tell you what his death was occasioned by,  
but I fear it was brought on by his last  
sickness, for he was never well ten days  
together during the whole time of his con-  
finement; but that as it will, as soon  
as he breathed his last, the doctors gave  
over all hopes of his recovery. I need  
not tell you anything about his age, for  
you know that in December next he would  
have been twenty-five years old, lacking  
ten months, and had he lived till then  
he would have been just six months dead.  
His property now devolves to his next kin,  
who all died some time ago, so that I ex-  
pect it will be divided between us; and  
you know his property was something con-  
siderable, for he had a fine estate which  
was sold to pay his debts, and the remain-  
der he lost on a horse race; but it was the  
opinion of every body at the time, that  
he would have won the race had he not  
been run against too fast for him. I  
never saw a man (and the doctors all  
said so) that showed directions and took  
medicine better than he did; he said he  
had as lief drink water gruel as wine if it  
had the same taste. But poor soul! he  
will never eat or drink more, and now you  
have not a single living relation in the  
world, except myself, and your two cousins  
who were killed during the last war. I  
can't drive upon this mournful subject,  
and shall send my letter with black seal-  
ing wax, and put it in your uncle's coat of  
arms, so I beg you will not break the seal  
when you open the letter; and don't open it  
till two or three days after you receive it,  
by which time you will be prepared to  
receive the sorrowful tidings. When you  
get to this place, stop; and do not read  
any more till my next.

Your affectionate aunt,  
PROXY OWEN.

P. S.—Do not write to me again till  
you receive this.

TO NEWSPAPER PATRONS.

THE following information may be  
useful to newspaper patrons, as well as to  
the public generally, and certain individ-  
uals particularly.

LIABILITIES OF THOSE WHO TAKE NEWS-  
PAPERS.—The Law is, and so the Courts  
decide, that a person to whom a paper is  
sent is responsible for the payment, if he  
receives the paper, or makes use of it—  
even though he never subscribed for it—  
His duty in such case is not to take the  
paper from the office or place where it is  
left, but to notify the publisher that he  
does not wish for it. If papers are sent  
to a Postoffice, Store, Tavern, or other  
place, and are not taken by the person to  
whom they are sent, the Postmaster, Store  
or Tavern keeper, &c., is responsible for  
the payment, unless he immediately gives  
notice, to the publisher, that they are not  
taken from the office or place where they  
are sent.

Extract from the Postoffice regulations,  
page 50, sec. 118: "In every instance in  
which papers that come to your office are  
not taken out by the person to whom sent,  
you will give immediate notice to the pub-  
lisher, adding the reason, if known, why  
the paper is not taken out."

GUNPOWDER, THE DESTROYER OF THE  
MILITARY POWER OF THE NORTHERN.—It  
would have been in vain that the influence  
of religion withered the bands of slavery,  
and the extension of knowledge enlarged  
the capacity of freemen, had no change  
occurred in the arms by which the differ-  
ent classes of society combat each other.  
While the aristocracy of the country  
were permanently trained to combat, and  
the robber chivalry were incessantly oc-  
cupied in devastation, the peaceable in-  
habitants of cities, the rude laborers of  
the fields, were unable to resist their at-  
tacks. With the exception of the shep-  
herds of the Alps, whose hardy habits car-

ly gave their infantry the firmness and  
discipline of veteran soldiers, the tumultu-  
ary levies of people were every where  
crushed by the steel clad hands of the  
feudal nobility. The insurrections of the  
Commons in France, of the peasants in  
the time of Richard II. in England, of  
the citizens of Ghent and Liege, in Fland-  
ers, and of the serfs of Germany, were all  
suppressed by the superior arms and  
steadier discipline of the rural chivalry.—  
But with the discovery of Gunpowder, this  
decisive supremacy was destroyed; the  
feudal array, invincible to the spears or hal-  
berds of the peasantry, yielded to the ter-  
rible powers of artillery; defensive armor  
was abandoned, from a sense of its insuf-  
ficiency against these terrible assailants; and  
the weight of the aristocracy was de-  
stroyed, by the experienced inability of  
its forces to combat the discipline which  
laborious industry could bring into the  
field. The wealth of Flanders in vain  
contended with the lances of France, on  
the field of Rescaille; but the armies of  
Charles V. were baffled by the artillery of  
the United Provinces. The barons of  
Richard easily dispersed the rabble who  
followed the standard of Wat Tyler, but  
the fire of the English yeomanry over-  
came the squadrons of the Norman nobil-  
ity at Marston Moor. The arms are the  
greatest of all levellers; like the hands of  
death they prostrate equally the ranks of  
the poor, and the array of princes. Wealth  
soon became essential to the prosecution  
of war, from the costly implements that  
were brought into the field; industry in-  
dispensable to success, from the rapid con-  
sumption of the instruments of destruc-  
tion, which attended the continuance of  
the contest. By this momentous change,  
new elements were brought into action,  
which completely altered the relative sit-  
uation of the contending parties; industry  
ceased to be defenceless, because it could  
purchase the means of protection; violence  
lost its ascendancy, because it withered  
the sinews by which it was maintained.—  
Allison.

Pitt's Opinion of Dissenters.—In 1772, a  
bill to relieve dissenters from subscribing to  
the Articles of the Church of England, passed  
the House of Commons, but was lost in the  
House of Lords by the weight and influ-  
ence of the episcopal bench, particularly Dr.  
Drummond, Archbishop of York, who strongly  
inveighed against the dissenters. Pitt, the  
eloquent Earl of Chatham, in reply to the  
Archbishop, "Whosoever brought such a  
charge against dissenters without proof, de-  
famed." After a pause, he felt the workings  
of a generous and indignant enthusiasm, and  
thus proceeded: "The dissenting ministers  
are represented as men of class; ambition;  
they are, so my lords, and their ambition is to  
keep close to the College of Fishermen, not of  
cardinals, and to the doctrine of inspired ap-  
ostles, not to the decrees of interested bishops.  
They contend for a spiritual creed and spiri-  
tual worship; we have a Calvinistic creed,  
a Popish liturgy, and an Arminian clergy. The  
reformation had open the Scriptures to all;  
let not the bishops shut them again.—  
Laws in support of ecclesiastical power are  
pleaded, which it would shock humanity to  
execute. It is said that religious sects have  
done great mischief when they are not kept  
under restraint, but history affords no proof  
that sects have ever been mischievous but  
when they were oppressed by the ruling church."

'THAT TRUNK' FOUND!

The stolen trunk of Messrs. Pomeroy  
& Co., about which so much has been  
said and written of late, was yesterday  
recovered, together with most of its con-  
tents. The circumstances which led to  
the discovery and arrest of the robber are  
as follows: A \$500 bill on the Mer-  
chants' Bank of this city was paid by a  
Mr. Lacknor to Mr. Van Sleet, a German  
merchant, No. 14 Cedar street, who de-  
posited in the Bank of New York, whence  
it was sent to the Merchants' Bank for ex-  
change, and there recognized as one of  
the lost bills, and the only one of the  
whole amount stolen which could have  
been positively identified. This informa-  
tion was immediately communicated to  
Messrs. Drew, Robinson and Co., who had  
left the date and number of said bill with  
the Bank. Mr. Robinson immediately in-  
formed the Mayor of what had transpired,  
when Justice Taylor, Officer McGrath,  
and Mr. Clark, first Marshal of the May-  
or, repaired to the house of Lacknor, who  
resided at No. 32 Livingston-street. Not  
finding him at home, one of the officers  
remained to watch the house, while the  
other went in search of the villain. He  
was arrested by Mr. Clark in Cedar-street,  
near Broadway, about 5 o'clock, when his  
house was searched, and the trunk found  
in the basement of the building, contain-  
ing part of the money; the balance, (ex-  
cepting about \$1,000, which is missing),  
being stowed away in the bed, between  
the sheets. These are the facts as given  
to us by one of the officers. The pris-  
oner was partially examined, and remanded  
to the Tombs for a further examination to-  
day, as we understand.

Several packages of the bills found are  
supposed not to have been opened at all,  
and some had been exchanged for gold.—  
The missing thousand dollars, it is thought,  
were paid for goods, which are now in the  
city.

Lacknor is a German, about 30 years of  
age, and, as he says, arrived in this coun-  
try in June last; has since been to Mil-  
waukee, W. T., where he has a partner and  
purposed to establish a store, and whence  
he returned about seven weeks ago with  
the intention of purchasing goods in this  
city and transporting them to Milwaukee  
by wagons. He was married on the 5th  
of the present month and doubtless thought  
the acquisition of his ill-gotten plunder  
would not come amiss in setting up in the  
world; though he had not yet applied it to  
that purpose, the house in which he was  
found being quite an ordinary one and oc-  
cupied by several families besides his own.

He is an ugly customer; and on his ar-  
rest evinced a decided disposition to quar-  
rel with the officers.

The detection of this wholesale robber  
and the recovery of the money, will re-  
joice the hearts of many, and will soon  
place the guilt where it belongs and re-  
lieve the innocent from unjust suspicion.

## COMMUNICATION.

TO THE EDITOR OF THE GALAXY.

The meeting in Middlebury which ap-  
pointed delegates to the Brattleboro Rail  
Road Convention in December, passed a  
resolution requesting their delegates to  
call a meeting on their return and make  
report; in pursuance of which a meeting  
was held at the Town Room on the 14th  
of December and a verbal report made by  
myself in behalf of the Delegation, with  
which was connected such information on  
the subject of rail roads generally as it  
was supposed would be interesting to the  
meeting. A resolution having been passed  
at the close of the meeting requesting  
me to publish the substance of the report,  
I herewith send it to you for that purpose.

Respectfully yours,  
Wm. SLADE.

At a meeting at the Town Room in Mid-  
dlebury on the 14th of December 1843, for  
the purpose of hearing a report from the  
Delegates to the Brattleboro Rail Road  
Convention, Mr. Slade in behalf of the  
Delegation reported in substance as fol-  
lows:

Mr. CHAIRMAN: The delegates from  
Middlebury to the Brattleboro Convention,  
have to report that they attended the Con-  
vention on the 5th of December. The  
convention was large, consisting of dele-  
gates from Burlington, Vergennes, New  
Haven, Middlebury, Brandon, Pittsford,  
Rutland, and Shrewsbury on this side of  
the mountain, and Springfield, Chester,  
Woodstock, Windsor and Weston, in  
Windsor County—twelve towns in Wind-  
hamshire, and ten towns in Massachusetts.

Among the most important preliminary  
business was the appointment of a large  
Committee to collect, and present to the  
Convention statistics connected with the  
proposed extension of the Fitchburg Rail  
Road to Burlington. The Committee re-  
ported that, for want of time, and materi-  
als they were not able to make a report  
of statistics sufficiently full and accurate,  
to be of any use to the convention.

Mr. Strong of Rutland read to the Con-  
vention a report of a Committee appointed  
by a Rail Road Convention at that place,  
containing an elaborate argument in favor  
of the route from Boston to Burlington  
through Fitchburg, Bellows Falls, and  
Rutland, in preference to that through  
Concord, N. H., Royalton, and Montpelier,  
accompanied by a body of valuable  
statistics connected with the two routes, to  
which I shall more particularly refer here-  
after.

The Convention was very ably ad-  
dressed by Col. Crocker who has been long and  
efficiently engaged in connexion with the  
Fitchburg Rail Road, and by Mr. Derby  
of Boston, both of whom communicated  
much valuable information to the Con-  
vention, and urged the practicability and im-  
portance of an extension of the Fitchburg  
road to Lake Champlain.

The following is the most material and  
important result of the deliberations of the  
Convention, viz:

The appointment of a Central Commit-  
tee, consisting of GARDNER C. HALL,  
and CALVIN TOWNSEND of Brattle-  
boro, WILLIAM HENRY of Bellows  
Falls, SALMA HALE of Keene N. H.,  
EDGAR L. ORMSBEE of Rutland,  
and HENRY W. CLAPP and SAMUEL  
C. ALLEN of Massachusetts.

And the appointment of a correspond-  
ing committee of three in each of the  
Counties in Vermont, New Hampshire  
and Massachusetts, interested in the  
extension of the Fitchburg Road,  
with power to appoint sub-commit-  
tees in each town in their respective  
Counties, to collect and report to the  
County committees statistical information  
pertaining to the business of the projected  
road—such information to be reported  
by the County Committees to the Central  
Committee, to be arranged and published  
by that Committee.

The Committee for the County of Addison  
consists of PHILIP BATTELL, ASA  
CHAPMAN, and GEO. W. GRANDY.  
The Central Committee were directed to  
call a convention at Burlington, and  
conventions at such other places as they  
may deem proper for the purpose of further  
considering and discussing the subject of  
the projected road.

This meeting are, of course, aware, Mr.  
Chairman, that there are two contempla-  
ted rail road routes from Boston to Bur-  
lington: one through Concord, N. H. and  
Royalton and Montpelier,—the other  
through Fitchburg, Massachusetts, and  
Rutland, Middlebury and Vergennes. On  
the former route, a rail road is already con-  
structed and in use, through Lowell, and  
Nashua to Concord, a distance of 75  
miles. On the latter, a charter has been  
granted for a road from Boston to Fitch-  
burg, a distance of 49 miles.

The great question, in which western  
Vermont has a deep interest, is—by which  
of these routes shall Boston and Burling-  
ton be connected? The decision of this  
question involves a consideration of the  
comparative distances of the routes, and a  
comparison of the probable expense of  
constructing the roads, and of the popu-  
lation, wealth, resources, and business  
connected with each. Upon these sub-  
jects the report of the Rutland committee  
which was read in the convention, con-  
tained much valuable information which  
I am not able to communicate to the meet-

ing, having supposed that it would be  
soon published, and therefore having tak-  
en no minutes of its contents.

[Reference was here made to the several  
points on which the report furnished in-  
formation, accompanied by a statement  
of such facts concerning the routes as were  
either recollected from the report or de-  
rived from other sources. Immediately  
after the meeting, a letter was addressed  
to Edgar L. Ormsbee, Esq. of Rutland,  
the author of the report, requesting him  
to furnish such a summary of it, as might  
be conveniently incorporated in the pub-  
lication requested by the meeting. He  
has kindly furnished the information in  
the following letter.

HON. WILLIAM SLADE,

Dear Sir:—In accordance with your re-  
quest I herewith transcribe some of the sta-  
tistics I have collected relative to the dis-  
tances, grades, expense and probable business  
and income of the projected rail road from  
Boston to Burlington by Fitchburg, Rut-  
land, Vergennes and Middlebury.

I will remark, in the outset, that I do not  
claim that the information I can give can  
fairly be considered as more than estimates.  
At the same time I express my firm con-  
viction that they will be found to be, in all  
cases within the truth. They are estimates, but  
they are not mere conjectures, and are found-  
ed, in all cases, either upon actual measur-  
ment, or by laborious and careful calcula-  
tion, and I believe will not in a single instance,  
be found to exceed the truth. The limits of this  
letter will prevent me from detailing at length  
the basis upon which these estimates are  
formed.

## DISTANCE.

As now traveled from Boston to Bellows  
Falls upon the most direct route, 100 miles,  
Bellows Falls to Rutland, 45  
Rutland to Burlington, 44

Total, 189

Were nearness made the paramount con-  
sideration, the distance might be so shorten-  
ed as not to exceed, measured upon the rails,  
from Boston to Burlington, by Keene and  
Bellows Falls, upon the shortest practicable  
route, 205 miles. Distance by Brattleboro  
and West River 220 miles. By Brattleboro  
and Bellows Falls 225. To each of these  
routes however, the best accommodation of  
the various flourishing villages near which  
the route would pass would require from six  
to twelve miles to be added to the respective  
distances; and were the main route to be  
carried to Greenfield, in the county of Frank-  
lin, a farther addition of about ten miles  
would have to be made to the Brattleboro  
route.

On the other route from Boston to Con-  
cord, on the rails, is 75 miles.  
From Concord to Lebanon on the  
rails by any practicable route sup-  
posed to be at least 61  
Lebanon to Royalton 21  
Royalton to Montpelier by West  
Bethel, Randolph and West Rox-  
bury and Northfield, the only feasi-  
ble route 42  
Montpelier to Burlington on the  
rails not less than 42  
Many good judges say not less  
than 45 some say 50.

Total, 244

## COST OF CONSTRUCTION.

From Boston to Concord, in  
round numbers 3,044,000

At the same rate for the remain-  
ing distance, the entire road  
would cost 9,900,000

The cost of the Fitchburg  
road the first 51 miles as es-  
timated and for the most part  
contracted for is 1,000,000

This would be \$19,600 per mile.  
All agree that the remainder of  
the road can be built as cheap-  
ly, which would make the en-  
tire cost of the road less than  
Difference in the cost of con-  
struction in favor of the Fitch-  
burg route \$5,400,000

Assume however that the cost of  
the residue of the northern  
route would be 30 per cent less  
than that already built and the  
difference in favor of the South-  
ern or Fitchburg route would  
still be over \$2,600,000.

## GRADES.

The distance from Rutland to the summit  
level in Mt. Holly is eighteen and a quarter  
miles; the entire elevation 882 feet 87/100.  
From Rutland to Cuttingsville—a part of  
this distance—is ten miles—elevation 305  
feet—leaving for the remaining 8 1/4 miles  
577 feet, or 70 feet per mile. It is believed  
that before arriving at Cuttingsville,  
and nearly saved by a cut on the summit  
level—reducing the grade to sixty feet per  
mile. From the summit level to Bellows  
Falls it is found that the grades will be equal-  
ly favorable. From Bellows Falls to Keene  
from actual survey it is found that it will not  
be necessary to have any grades exceeding  
60 feet per mile.

Population and wealth of the country in  
Vermont, through which the routes would  
pass, aiming to include a strip of three towns  
in width.

Northern route.—Williston, Jerico, Rich-  
mond, Bolton, Waterbury, Duxbury, More-  
town, Middlesex, Montpelier, Berlin, Bristol,  
Roxbury, Braintree, Randolph, Bethel,  
Royalton, Sharon, Hartford, Essex, Under-  
hill, Mansfield, Stowe, Worcester, Calais,  
Marshfield, Plattsfield, Barre, Williamstown,  
Brookfield, Timbriidge, Stratford, Norwich,  
St. George, Huntington, Barre, Fayston,  
Wardsboro, Warren, Granville, Hancock,  
Rochester, Pittsfield, Stoeckbridge, Barnard,  
Pomfret, and Hartland, forty-six in num-  
ber.

Southern route.—Shelburn, Charlotte, Fer-  
risburgh, Waltham, Vergennes, New Haven,  
Weybridge, Middlebury, Cornwall, Leicester,  
Whiting, Brandon, Pittsford, Rutland, Clare-  
ndon, Shrewsbury, Mt. Holly, Ludlow, Gar-  
den, Chester, Rockingham, Panton, Ad-  
dison, Bridport, Shoreham, Orwell, Sudbury,  
Hubbardston, Ira, Castleton, Timmuth, Wal-  
kingford, Weston, Andover, Grafton, Athens,  
Westminster, Hinesburgh, Monkton, Bristol,  
Ripton, Salisbury, Chittenden, Mendon,  
Plymouth, Reading, Wethersfield, Spring-  
field, 48 in number.

Upon a careful comparison of the amount  
of Territory in these towns, it is found to be  
very nearly equal—in each case amounting  
to 42 towns six miles square and about two-

ty square miles over. In other words, in  
each case, to 1570 square miles.

## NORTHERN ROUTE.

Square miles 1570  
Population, 61,292  
Grand List, \$153,216  
Cattle, 78,509  
Sheep, 343,340  
Tons Hay 165,077  
Value of Prod'ts of Dairy, \$402,797

## SOUTHERN ROUTE.

Square miles, 1570  
Population, 64,085  
Grand List, \$306,190  
Cattle, 91,707  
Sheep, 553,010  
Tons Hay, 210,013  
Value of Prod'ts of Dairy, \$459,955

From Burlington to Mt. Holly, inclusive,  
the amount of Freight that is now sent off  
and brought into the country, was estimated  
at 45,000 tons. This estimate was undoubtedly  
much below the truth. It was also es-  
timated that a train might be run at an  
average expense of seven cents per  
mile. It is believed that it can be done for  
much less—say for 50 cents per mile; and  
that self interest would lead the owners of a  
rail road to put the freight per ton, from Bur-  
lington to Boston, from three to five dollars,  
according to the nature and value of the ar-  
ticles carried.

Yours very truly,  
EDGAR L. ORMSBEE.

P. S. Since making the foregoing esti-  
mates I have been informed that from Bos-  
ton to Fitchburg as now decided 49 miles  
Fitchburg by Keene to Bellows  
Falls 56  
105

Fitchburg to Brattleboro most  
direct, 48  
By Millers River 60  
By Greenfield 71

E. L. O.

The highest grade as stated by Mr.  
Ormsbee, between Bellows Falls and  
Keene, is 66 feet per mile. This corres-  
ponds with a letter received by me from  
the Hon. Salma Hale of Keene, who also  
states that the highest grade between  
Fitchburg and Keene to be 58 feet. He  
adds—

"You must remember that all our sur-  
veys are first surveys, and there is no  
doubt that, by future surveys the steepest  
grades can be reduced, say 10 feet to the  
mile, and the cost, considerably lessened.  
We should be glad certainly if the steep-  
est grades on our route were less steep; but  
for almost fourteen miles on the western  
Rail Road [Massachusetts] the grades are  
from 74 to 83 feet to the mile. The  
result is better than I anticipated."

In reply to my enquiry as to the proba-  
bility of overcoming the obstacles to ob-  
taining from the Legislature of N. Hamp-  
shire a satisfactory charter—obstacles a-  
rising from the disposition hitherto mani-  
fested in that state to encumber the Rail  
Road grants with a proviso that a future  
legislature may alter or repeal—Mr. Hale  
says

"As to obtaining a good charter, I can-  
not speak with entire confidence. My  
belief, influenced, perhaps, by my hopes,  
is, that we shall obtain a good one. I am  
assured that public sentiment in various  
parts of the State, is undergoing a favor-  
able change."

In reference to the distance from Fitch-  
burg, by way of Keene, to Bellows Falls,  
which Mr. Ormsbee supposes to be 56  
miles, I have another letter from Mr.  
Hale, stating that it is finally ascertained  
to be 63 miles, which would swell the dis-  
tance from Boston to Burlington by that  
route to 221 miles.

In regard to the distance by the way of  
Brattleboro, I have a letter from Col.  
Townsend of that place who states the dis-  
tance from Fitchburg by the Millers riv-  
er route, to Brattleboro, to be 60 miles and  
from Brattleboro to Bellows Falls 23 miles.  
He also states the distance from Brattle-  
boro to Rutland by the way of West River,  
to be estimated at 60 miles. This would  
give the following results.

Boston to Fitchburg 49

Fitchburg to Brattleboro 60

109

Brattleboro to Bellows Falls 23

Bellows Falls to Rutland 45

Rutland to Burlington 64

241

109

60

64

233

Boston to Burlington by Keene as above 221

The Fitchburg road is opened from  
Boston to Waltham, about twelve miles;  
and is under contract to be completed to  
Fitchburg by the 1st of October next.

Remainder next week.

AN HUMBLE CONFESION.—The Onon-  
daga Standard, a staunch Van Buren pa-  
per, in reply to the threats of the Char-  
leston Mercury, thus pleads for a more fa-  
vorable consideration from the "chivalry" of  
the South:—

"We have suffered all kinds of reproach-  
es from our opponents at home for the man-  
ner in which our party has sustained South-  
ern measures and Southern men. Poss-  
essing two-thirds of the population, the  
wealth, the intelligence, and all that is nec-  
essary to make us a great people, we have  
had less than one-third of the Government  
patronage, while at the same time we have  
paid more than two thirds of the revenue  
necessary to keep this same Government  
in motion. We have voted for odious re-  
solutions, and humbled ourselves in a va-  
riety of ways, to which it is humiliating  
even to refer. For this we have been cal-

ed dough faces, and been taunted and jibed  
to a degree that would do honor to one of  
Fox's martyrs. And now, after all this—  
after having voted for four Southern Presi-  
dents—we wish a Northern man, and your  
reply is "we will not so much as look unless  
he is wholly at our service."

Humiliating as is this confession, it is  
none the less so for being in strict accor-  
dance with the truth. The North has  
been trodden down, spurned and treated  
with every possible indignity. But the  
Standard should have told its readers, for  
whose benefit, and at whose commands  
these sacrifices have been made. The blame  
rests not upon the Charleston Mer-  
cury, nor with the faction which it repre-  
sents. New York has herself to thank for  
her own degradation. To secure the advan-  
cement of Van Buren, the North was sacri-  
ficed to carry favor with the South.—New  
York through her representatives, basely  
endorsed the bargain, and the Standard  
has graphically described this dishonorable  
result. The South only grew bold, be-  
cause it dealt with cravens. These cravens  
were the suppliant tools of the "North-  
ern man with Southern principles." The  
Standard was remiss again in withholding  
the whole truth. It should have informed  
the people that this same Van Buren, its  
idol, again seeks to sell the North for  
Southern votes. Again do his followers  
in Congress, and elsewhere, second his ef-  
forts. But the past will suffice for the peo-  
ple. They have taken this matter into  
their own hands, and by their votes next  
fall they will tell the Sage, of Lindenwood,  
that however he may choose to sell himself  
and his followers, they will have no part  
or lot in the matter.—*Ab. Ecce Jour.*

## WOOL.

The market for this article within the year  
which has just closed, has been subject to  
many important changes. At the com-  
mencement of the year 1843, the quantity  
of domestic and coarse foreign wool in  
the country, was unusually large, the mar-  
ket much depressed and prices very low.  
A great amount of Woolen machinery un-  
employed, and the woolen business, gener-  
ally, was pursued, either at a loss or with-  
out fair remuneration. The effects of the  
last tariff had not then been sufficiently  
realized to produce a revival in the busi-  
ness. This state of things continued for  
several months and the last clip of wool  
was sold much below the usual range of  
prices. The growers, generally, realized  
from 20 to 35c per pound for their fleeces.  
The average last clip was a large one, and  
came into market with at least an addition  
of half as much more of former clips, which  
had accumulated in the hands of growers  
and dealers.—The increased quantity of  
Wool sent from Ohio, Michigan, Illinois,  
and some other interior States, was a mat-  
ter of surprise.—The time is not far dis-  
tant, when a large portion of this article  
will be furnished from the western section  
of the country, as the farmers there are  
fast increasing their flocks.

Pulled Wool, a twelve month since, had  
accumulated for a greater extent than at  
any former period, in consequence of the  
great falling off in the manufacture of  
flannels and other fabrics, composed prin-  
cipally of this description of wool. Very  
heavy stocks of Wool, admitted free of  
duty under the former tariff, were in the  
hands of the importers, with scarcely any  
discount. The unprecedentedly low price  
of Fleece Wool led manufacturers to pur-  
chase freely of growers as soon as the clip  
was ready for sale. Dealers, also, were  
ready to operate more extensively than  
usual, and the result was, that nearly all  
the Fleece Wool in first hands was sold in  
the months of June, July and August, and  
the amount brought into the several mar-  
kets, was uncommonly large. The manu-  
facturers having bought freely of the grow-  
ers, rendered the demand in market much  
less than usual. The state of things con-  
tinued until within the last 60 days, when  
a sensible change in the market has taken  
place. The early supply of many of our  
manufacturers being nearly exhausted,  
they were under the necessity of looking  
to the principle markets for a renewal of  
their stocks, and sales of fleeces have of  
late been made to a very great extent, at  
some improvement in prices. Pulled  
W